

Tacoma, October 23, 1959 cb

Quendall

Mr. (b) (6): (3)

City of Renton makes application to install and maintain a one-inch galvanized water pipe under Railway Company's 11th Subdivision, Lake Washington Line right of way in Section 32, Township 24 North, Range 5 East W.M. at Quendall, Washington.

Proposed pipe line will intersect track 250 feet south of east end of Bridge 6.1 and is to serve Barbee Company.

Approval is recommended with the provision that installation shall be made by jacking under tracks and shall conform to Exhibit A Specifications for Pressure Pipe Line Crossings Under Railway Tracks for Non-Flammable Substances dated Office of Chief Engineer, St. Paul, Minnesota, October 1, 1958.

Installation is to be made under the supervision and to the satisfaction of the Railway Company.

Form RW 113 and location sketch attached.

*Elton L. Alexander*

*[Signature]*

cc: FLS

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Form RW 113 and location sketch attached.

ORIGINAL SIGNED  
W. C. SMITH

cc: FLS

NO. 87427

NP 87427

NORTHERN PACIFIC RAILWAY COMPANY, hereinafter called Railway Company, hereby permits CITY OF RENTON, a municipal corporation of the State of Washington, hereinafter called Permittee, to construct, operate and maintain the following facilities upon its right of way and beneath its tracks at Quendall station, King County, State of Washington:

A 1-inch galvanized water pipe line, crossing Railway Company's 100-foot right of way for its Lake Washington Belt Line in Government Lot 1 of Section 32, Township 24 North, Range 5 East, W.M., intersecting the center line of Railway Company's main track as now constructed at a point therein distant 1108.5 feet northeasterly, measured along said center line, from Mile Post 6 (which mile post is located 1161.8 feet southwesterly, measured along said center line, from the north line of said section).

This permission is given upon the following terms:

1. Permittee will pay ~~twenty~~ in advance to Railway Company for this permit the sum of **ten and no/100 (\$10.00)** dollars, also all taxes and assessments that may be levied or assessed against the facilities. Railway Company reserves the right to change the said annual charge at any time while this permit remains in effect upon thirty (30) days' written notice.

2. The entire cost shall be borne by Permittee, including but not limited to the cost of construction, operation, maintenance and removal of said facilities; the division superintendent of Railway Company will decide what portion if any of the work will be done by Railway Company, and for such portion Permittee will pay Railway Company the estimated cost before the work is done; if the actual cost exceeds the estimate, Permittee will pay the additional amount when called upon; if the actual cost is less than the estimate, Railway Company will repay the surplus. All work hereunder by Permittee shall be done in a first-class workmanlike manner to the satisfaction of the division superintendent of Railway Company and in accordance with plans and specifications which he may prescribe or approve. The division superintendent of Railway Company shall have the right at any time when in his judgment it becomes necessary or advisable, to require any material used in the work to be replaced with like material or with material of a more permanent character; also to require additional work or change of location of said facilities as a matter of safety, or of appearance, or on account of additional tracks being laid, change of grade thereof, construction of a building, or for any other reason whether or not connected with the operation, maintenance or improvement of the railroad of Railway Company; all of which shall be done at the expense of Permittee in the manner herein provided.

3. (a) Permittee agrees that the facilities shall not at any time damage the railroad or structures of Railway Company, or be a menace to the safety of its operation; and to indemnify and save harmless Railway Company from all loss and damage to its tracks, roadbed, structures, rolling stock and other property of Railway Company and property of third persons, and from injuries to or death of persons, including employees of the parties hereto, occasioned by the exercise of the permission hereby granted.

(b) Permittee hereby further agrees to hold harmless and indemnify Railway Company from and against any and all loss or damage to the facilities, the installation of which is hereby permitted on the premises of Railway Company.

4. It is agreed that the provisions of Section 3 are for the equal protection of any other railroad company or companies heretofore or hereafter granted the joint use of Railway Company's property of which the premises upon which said facilities are located are a part.

5. Permittee shall not transfer or assign this permit without the written consent of Railway Company.

6. This permit shall endure until terminated by Railway Company. Railway Company reserves the right to terminate this permit at any time upon the giving of **sixty (60)** days' notice, either by personal delivery or by mail, or by the posting of notice on the premises. Upon the expiration of the time stated in any such notice, Railway Company may forthwith expel Permittee from its premises; and at the end of the permit Permittee shall restore the premises of Railway Company to their former state. Upon termination of this permit any unearned portion of the annual charge paid hereunder shall be refunded.

7. Permittee shall comply with Railway Company's specifications for Pressure Pipe Line Crossings Under Railway Tracks For Non-Flammable Substances dated October 1, 1958, a transcript of which, identified as Exhibit A, is attached hereto and made a part hereof.

IN WITNESS WHEREOF the parties have executed these presents this 2nd day of November, 1959.

NORTHERN PACIFIC RAILWAY COMPANY,

Witnesses to signatures of Permittee:

By J. T. Moore  
Western Manager Industrial Development

CITY OF RENTON,

By Joe R. Baxter  
Mayor

Attest: Ken D. Morris  
City Clerk

NORTHERN PACIFIC RAILWAY COMPANY

EXHIBIT "A"

Specifications  
for Pressure Pipe Line Crossings under Railway Tracks  
for Non-Flammable Substances.

1. Pipe lines included under these specifications are those installed to carry steam, water, or any non-flammable substance which from its nature or pressure might cause damage if escaping on or in the vicinity of railway property.
2. Pipe lines under railway track shall be encased in a larger pipe as per sketch at bottom of this Exhibit.
3. Carrier line pipe inside the casing under the railway track and right-of-way shall be of approved construction. Carrier line shall be subjected to a pressure test of 50 pounds greater than the maximum working pressure for the line and must remain tight when tested.
4. Casing pipe and joints may be of any approved conduit construction and shall be capable of withstanding the load of railway roadbed, track and traffic; also shall be so constructed as to prevent leakage of any matter from the casing or conduit throughout its length under the track and railway right-of-way except at the ends of the casing or conduit when the ends are left open. The casing shall be so installed as to prevent the formation of a waterway under the railway. Approved casings are as follows:

Cast Iron Pipe -- Extra Heavy, ASTM A-142-38.

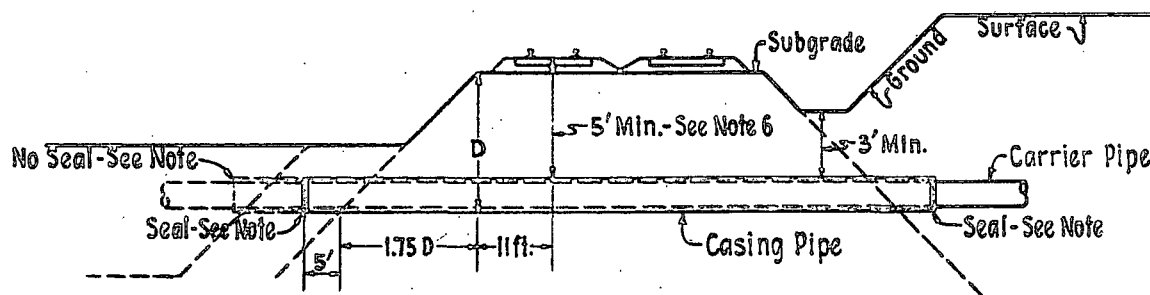
Concrete Pipe -- ASTM C-76-57T Class IV, Table II, circular reinforcement in circular pipe.

Corrugated Metal Pipe - Gauge and coating subject to review by Railway Company.

Casing shall be installed with even bearing throughout its length and shall slope to one end.

The inside diameter of the casing shall be at least 2 inches greater than the largest outside diameter of the carrier pipe, joints, or couplings.

5. Where the ends of the casing are below ground they shall be suitably protected against the entrance of foreign material, which might prevent ready removal of the carrier pipe. Where the ends of the casing are at or above ground surface and above high water level they may be left open, provided drainage is afforded in such a manner that leakage will be conducted away from the roadbed and structures.
6. The top of the carrier pipe shall be below the frost line, and at its closest point shall not be less than 5 feet below base of railway rail. On other portions of the railway right-of-way where the casing is not directly beneath any track the depth from the surface of the ground and from the bottom of ditches to the top of the casing, shall be not less than 3 feet. Where it is not practicable to secure the above depths, approved special construction shall be used. Length of casing shall be in accordance with sketch at bottom of this Exhibit.
7. Where warranted, accessible emergency shut-off valves shall be installed within effective distance at each side of the crossing.
8. Where laws, codes, or orders of competent public authority prescribe a higher degree of protection than specified herein, then the higher degree of protection shall be deemed a part of the specifications set forth in this Exhibit.



NOTE : Seal not required if casing ends above ground where drainage is available. See Note 5

TYPICAL SKETCH OF PIPE LINE CROSSING  
FOR  
NON-FLAMMABLE SUBSTANCES  
OPERATING UNDER PRESSURE

Office of Chief Engineer  
St. Paul, Minnesota  
October 1, 1958.

## APPLICATION FOR LEASE

Fill in all items.

Quendall

Station

Tacoma

Division

October 23, 1959

1. To whom is lease to be issued? City of Renton P.O. Address Renton, Washington
2. If applicant is a corporation, in what state is it incorporated? Municipal Corporation, State of Wash.  
If an individual, give his name.....  
If partnership, give names of all partners.....
3. Business of applicant Municipal Corporation
4. Indefinite term lease will be issued unless otherwise specified Indefinite
5. Purpose for which property is to be used one-inch water line
6. Character and dimensions of structure to be erected..... Estimated Cost.....
7. Description of property desired (State at or near what station and show compass directions instead of time card directions).....  
One-inch water line across Railway Company's 100 foot right of way, 11th Subdivision Lake Washington Line, in Section 32, Township 24 North, Range 5 East, W.M. intersecting track 250 ft southeast of east end of Bridge 6.1 over May Creek.  
(If description of land desired cannot be given with accuracy by reference to station plat or track profile, a sketch should be made by Agent or Roadmaster with sufficient measurements to identify location and attached hereto, so that accurate description can be made for lease.)
8. Traffic considerations.....
9. If application is for an electric line, give maximum voltage to be carried..... Number of wires.....
10. Is it necessary to rearrange the Railway Company's pole line or any other electric line? No NO Yes..... If so, indicate ownership and changes necessary.....
11. INSURANCE DURING CONSTRUCTION: All work on Railway property by others is a hazard. The following information is required as a guide in preparation of easement or permits. Insurance is usually required during all construction work on Railway property by others if application is for highway, road, pipe line, etc., construction close to Railway facilities or construction over or under tracks except power or telephone lines, etc., where the hazard is considerable or extreme.

Indicate if hazard is Negligible ☐ Minor ☐ Moderate ☐  
Considerable ☐ Extreme ☐

Indicate if it is thought that insurance is necessary and give comments regarding the necessity none required

If insurance is required minimum amounts will be used considering applicant and consistent with type of work. Indicate if it is thought that our regular insurance requirements, which are PL 200,000-300,000, PD 100,000-200,000, are sufficient ☐ or should be increased ☐ or decreased ☐.

12. Recommendation of Agent or Roadmaster Approved W. A. Breedlove, District Roadmaster

Signed.....

Recommendation of Superintendent Approval recommended.Date October 23, 1959W. Smith  
Superintendent

The undersigned recommend lease be issued.

J. P. Titus  
Dist. Engr.F. L. Steinbighler  
Ass't. Gen. Mgr.

Western Freight Traffic Mgr.

Vice President - Traffic

Supt. or Ass't. Supt. of Communications.

Gen. Manager

Freight Traffic Mgr.

Vice President - Operating.

Chief Engr.

G.A., A.G.F.A. or  
A. G. F. & P. A.

General Freight Traffic Mgr.

J. E. Hoviney  
Assistant Chief Engineer



100°  
68-B-51  
Laid 1953

40° 57-47  
90°  
57-47

BARBER MILL CO. INC. - Trackage  
Dec. 20, 1948, 4-10-50 - C.R. #1158.

**QUEENDALL**  
WASH.

Puget Timber Co.

60

953431.8  
5521.5 Rail B.C.  
1171.5 Station Sign.  
99136.5 Log. Rd. Under King.  
948191 H.B. L.D. 35.79

SEC. 29  
SEC. 32

BRIDGE No 61  
1044+92 H.B. L.D. 11  
BRIDGE No 6  
4 Mile Bents  
944+92 H.B. L.D. 11  
1171.5 Station Sign.  
99136.5 Log. Rd. Under King.  
948191 H.B. L.D. 35.79

159117 (11) 2.2.46  
247.9 4

54+96-25 R.C.P. 47

-Base of Rail

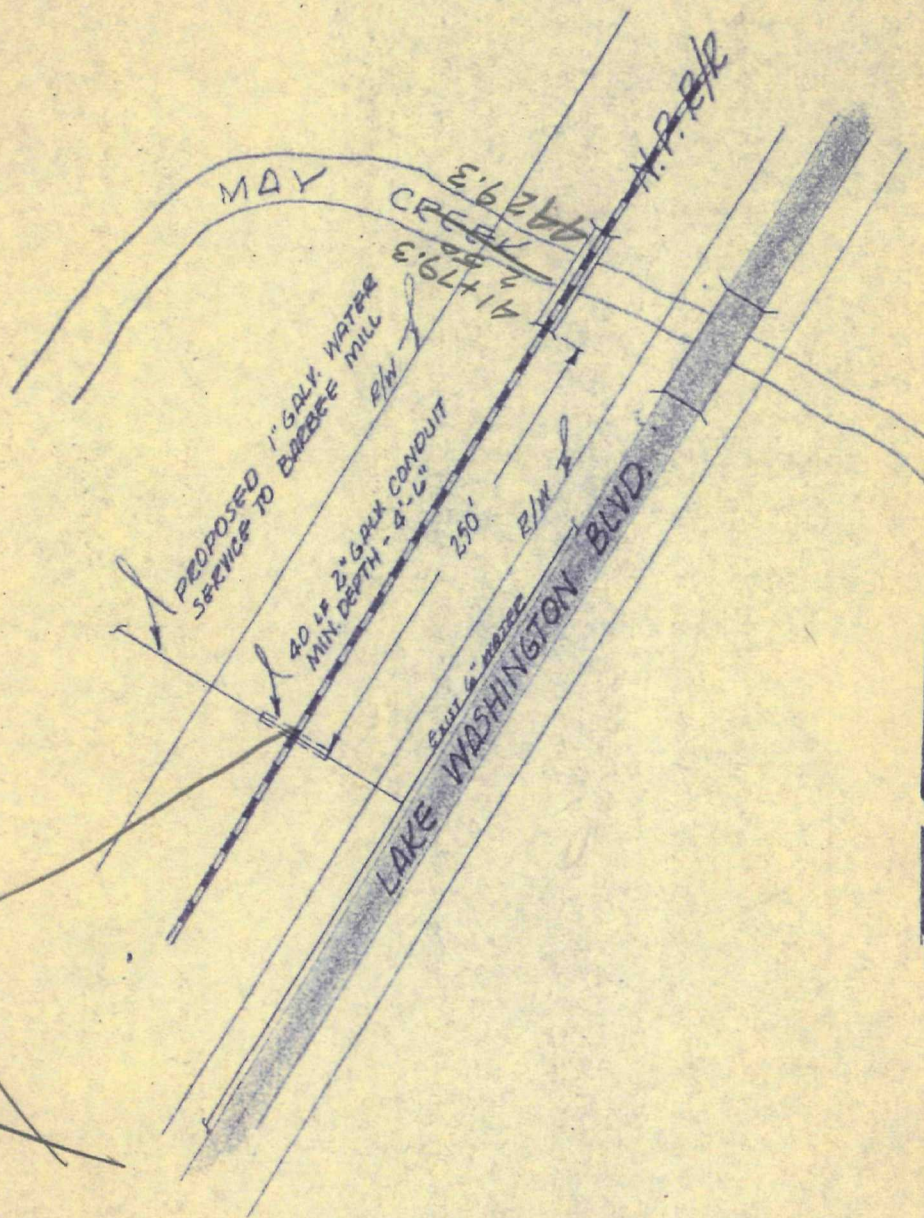
0.05

0.025

11/11 SUB DIVA  
LAKE WASH BELT LINE  
CITY OF KENTON

2.2. 997163.2  
1.2. 30 3-33 CH.  
R.E. 355100.2  
2.993 3.96  
1171.5 954168.8  
2.2. 30 3-33 CH.  
2.2. 30 3-33 CH.  
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MP 6  
 955+37.5  
 944+29.3  
 11+08.5

955+37.8  
 943+74  
 1161.8

CITY OF RENTON UTILITIES DEPARTMENT				
WATER SERVICE TO BARBEE MILL				
DR. ET	DATE 10-3-59	SCALE 1"=100'	PROJECT	W. O.
CH.	DATE	SHEET 1 OF 1		
APPRD.	DATE	FILE		